

**Sandy Hook Historic District**  
**WA-III-032**  
**Sandy Hook, Washington County**  
**Mid-19<sup>th</sup> century – 1954**

Sandy Hook is a small linear community dating to the mid-19<sup>th</sup> century. Located on a narrow strip of relatively level land, the structures are situated on the north side of the principal street between the steeply sloping land of Maryland Heights to the north and the Potomac River, C&O Canal, and former B&O Railroad tracks to the south. The grouping of two-story, three to four bay vernacular structures maintain their mid-19<sup>th</sup> century form, but are in slightly deteriorated condition. Many structures have been altered by the addition of synthetic siding materials and replacement windows. Despite these alterations, Sandy Hook retains integrity of location, design, setting, feeling and association.

The Sandy Hook Historic District is significant for its association with 19<sup>th</sup> century transportation trends as well as for events before and during the Civil War. As a rural village along a major transportation corridor, Sandy Hook is not as large and prosperous as other towns adjacent to the C&O Canal and B&O railroad; however, the village functioned as a necessary part of the transportation network and maintains its character as a 19<sup>th</sup> century rural village. The village was also incidentally involved in major events before and during the Civil war.



## 7. Description

Inventory No. WA-III-032

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Sandy Hook is a small linear community dating to the mid-19<sup>th</sup> century. Located on a narrow strip of land, the structures are situated on the north side of the principal street between the steeply sloping land of Maryland Heights to the north and the Potomac River, C&O Canal, and former B&O Railroad tracks to the south. The grouping of two-story, three to four bay vernacular structures maintain their mid-19<sup>th</sup> century form, but are in slightly deteriorated condition. Many structures have been altered by the addition of synthetic siding materials and replacement windows. Despite these alterations, Sandy Hook retains integrity of location, design, setting, feeling and association.

Sandy Hook is an unincorporated village in southwestern Washington County located approximately twenty-five miles south of Hagerstown, the County seat. It lies on the north shore of the Potomac River between South Mountain and Maryland Heights, approximately one mile downriver from Harper's Ferry, West Virginia. Prominent railroad tracks on a raised rail bed (formerly owned by the B&O), along with the C&O canal towpath and the Potomac River form the south edge of the district. Harper's Ferry National Historical Park is immediately west of the village.

The Sandy Hook historic district is comprised of forty-seven properties, with 31 contributing structures, twelve non-contributing and four vacant lots. Sandy Hook is linear village with all extant structures located on the north side of Sandy Hook Road. Additional structures are located along Clark Road, which is set into the hill parallel to Sandy Hook Road. The area is predominantly residential with only one structure in commercial use. The structures date from the mid-19<sup>th</sup> to the early 20<sup>th</sup> century. Structures are typically log or frame sitting on a fieldstone foundation; however, there are a few stone buildings and one brick one. The buildings are generally one and half to two stories tall, have side gables and are three to four bays wide. Because the land slopes uphill from the road, the houses sit on a high basement. Most have a full length one story porch, but there are a few examples with two story porches. The houses are all detached and there is no consistent setback, but most structures are placed close to Sandy Hook Road. The structures are typically vernacular in design, with little architectural articulation. Most have a simple boxed cornice; however, there are more elaborate examples with brackets and gable end returns. Photos taken from a Maryland Historical Trust survey conducted in 1983 (see MIHP forms WA-III-074 through WA-III-116) show 6/6 windows and 2/2 windows with arched openings in the two top lights. Some of these windows remain, but many windows have been replaced with modern examples.

Sandy Hook maintains its rural village character, despite the fact that the materials of many of the houses have been altered, most frequently with synthetic siding materials. There are few modern intrusions in the district and the surrounding rocky landscape falling precipitously to the Potomac below has not changed greatly since the mid-19<sup>th</sup> century when the village developed. Much of the remaining fabric of the C&O Canal is severely deteriorated and there are no longer any railroad buildings along the tracks; however the village still retains its location and orientation to the Potomac River and C&O Canal and the railroad tracks remain as a dominant feature of the town.

Adjacent to the eastern edge of the district is the Sandy Hook Bridge (WA-III-168), which carries U.S. Route 340 over the Potomac River. It was constructed in 1946-1947 to replace the Harper's Ferry Bridge which was severely damaged by the spring thaw in 1936. This bridge severed the core of the village from its eastern end where the brick Methodist church (WA-III-115) and several frame houses are located. Because of this discontinuity and the number of non-contributing structures immediately west of the bridge, the district boundaries only include properties to the west of the bridge.

## 8. Significance

Inventory No. WA-III-032

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 19<sup>th</sup> century - 1954

Architect/Builder unknown

### Construction dates

Evaluation for:

☒ National Register

☒ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form - see manual.)

The village of Sandy Hook is significant for its association with 19<sup>th</sup> century transportation trends as well as for events before and during the Civil War. As a rural village along a major transportation corridor, Sandy Hook is not as large and prosperous as other towns adjacent to the C&O Canal and B&O railroad; however, the village functioned as a necessary part of the transportation network and maintains its character as a 19<sup>th</sup> century rural village. The village was also incidentally involved in major events before and during the Civil war. Sandy Hook retains integrity of location, setting, feeling and association.

Sandy Hook is inextricably linked to two of Maryland's major transportation systems—the Chesapeake and Ohio (C&O) Canal and the Baltimore and Ohio (B&O) Railroad. The C&O Canal broke ground on July 4, 1828, at Little Falls, Maryland; the same day that the B&O Railroad laid its cornerstone near the Gwynns Falls in Baltimore City. Even before these ceremonies, leaders of the C&O Canal and the B & O Railroad were competing not only for public funding and recognition, but for space along the north bank of the Potomac River on which to construct their respective routes west from Washington, D.C. to Cumberland. There were several areas where there was little buildable space between the mountains and the Potomac River, including a four mile section between Point of Rocks in Frederick County and Harper's Ferry, West Virginia. If closely aligned, sufficient room existed for both means of transportation within the narrow corridor; however, both companies were vying to establish themselves as the dominant transportation mode, and attempted to stall the others' efforts. This competition for space and control resulted in much legal wrangling and construction delays for both companies. The outcome in early 1834 was that the companies would share a right-of-way and the C&O Canal would be responsible for building both the railroad and canal between three critical areas with the B&O purchasing canal stock to finance the venture. C&O Canal Lock No. 32, the Sandy Hook Lock, was completed in the summer of 1833, and a lockhouse was constructed a few years later. On December 1, 1834, the B&O finished its line to the Maryland side of Harper's Ferry.

Canal trade began as soon as the waterway opened, but did not expand greatly until the opening of the canal to Cumberland in 1850, when large quantities of coal were shipped down river from the George's Creek region to the terminus in Georgetown. In the mid-1870s, the Sandy Hook lock was expanded to twice its original length. Shipments peaked after the Civil War, but by the late 1870s trade began to shift from the canal to the B&O Railroad. A B&O engine house, repair yard, and ticket office were located between the railroad tracks and the canal at Sandy Hook. This B&O yard was the set off and pick up point for freight bound for Harper's Ferry and the Shenandoah Valley. After the Civil War, the B&O terminal handled locomotives from the Hagerstown branch. By 1889, the B&O had become majority owner of the canal company's bonds. The canal continued to operate until 1924 despite periodic flood damage and general deterioration. In 1938, the canal property was purchased by the federal government which has repaired or rebuilt the towpath along most of its 184.5 mile stretch for use as a recreational area. While the terminal and other B&O buildings are no longer extant in Sandy Hook, the railroad tracks are still active and remain a dominant feature of the village.

According to Sharf's *History of Western Maryland*, there were only two houses in Sandy Hook by the early 1850s. The village does not appear in an 1855 map prepared for the Metropolitan Rail Road, but does appear on an 1859 survey of Washington County by Thomas Taggart. An 1877 *Illustrated Atlas of Washington County Maryland* shows that the village had grown to over 50

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. WA-III-032

Sandy Hook Historic District  
**Continuation Sheet**

Number 8 Page 1

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structures primarily located north of the railroad tracks with a store and post office located between the canal and the railroad tracks. By 1882, Scharf notes that the town contained 373 inhabitants as well as a brick Methodist Church.

In 1859, Sandy Hook played a small role in John Brown's raid on the United States Arsenal at Harper's Ferry. John Brown was an abolitionist who had taken up residence at a farmhouse northwest of Sandy Hook. On October 16, 1859, he and a small band of followers crossed the Potomac River via the B&O railroad bridge with the purpose of attacking the arsenal. At Sandy Hook, a group of Marines from Washington and militia units from Baltimore convened under the leadership of Col. Robert E. Lee to overpower the raiders and regain control of the armory.

By virtue of its location, Sandy Hook was incidentally involved in the Civil War and both the Union and Confederate armies passed through the village. After the Harper's Ferry rail bridge was destroyed in June 1861, the C&O and B&O worked cooperatively to continue the movement of coal from the western coal regions downriver. Coal was transferred from canal boats to B&O railcars via derricks that were erected on the bank of the canal at Sandy Hook. Lumber was also shipped in this manner. This arrangement continued until December 1863. Robert E. Lee's Maryland Campaign saw two major battles fought in the region—South Mountain and Antietam. Between these two major battles, Lee's army captured the Harper's Ferry garrison on September 15, 1862. As part of this action, Confederate forces occupied Sandy Hook, and fired on Harper's Ferry from Maryland Heights and the village of Sandy Hook.

## 9. Major Bibliographical References

Inventory No. WA-III-032

Chesapeake and Ohio Canal National Register Nomination (Found in the Maryland Historical Trust Library, M: 12-46, F-2-11, AL-I-B-086)

Dilts, James D. *The Great Road: The Building of the Baltimore & Ohio, the Nation's First Railroad, 1828-1853* (Stanford, California: Stanford University Press, 1993).

Harwood, Herbert H., Jr. *Impossible Challenge: The Baltimore and Ohio Railroad in Maryland* (Baltimore, Maryland: Barnard, Roberts and Company, Inc., 1979).

Lake, Griffing & Stevenson. *An Illustrated Atlas of Washington County Maryland* (Philadelphia, 1877).

Scharf, J. Thomas. *History of Western Maryland* (Baltimore: Regional Publishing Company, 1968).

Taylor & Taylor Associates, Inc. "Village of Sandy Hook, Maryland: Historic Context Statement" (Found in the Maryland Historical Trust Library, FRR Wash 13).

## 10. Geographical Data

Acreage of surveyed property 20.089  
Acreage of historical setting 20.089  
Quadrangle name Harper's Ferry

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The Sandy Hook Historic District encompasses the north side of Sandy Hook Road from roughly the U.S. Route 340 bridge on the eastern end of town to the westernmost edge of town as well as parcels on the northwest corner of the intersection of Arthur Lane and Clark Road and on the northern side of Clark Road. Please refer to the attached map. These boundaries encompass the remaining structures that retain enough integrity to contribute to the area's significance. The area to the south of Sandy Hook Road, which contains the remains of the canal and railroad tracks, was historically part of the community, but is not included as part of the district boundaries because little historic fabric remains.

## 11. Form Prepared by

name/title	Nicole A. Diehlmann		
organization	Maryland Historical Trust	date	March 16, 2004
street & number	100 Community Place	telephone	410-514-7625
city or town	Crownsville	state	Maryland

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



## Contributing & Noncontributing Resources

District Name: Sandy Hook Historic District

Inventory Number: WA-III-032

Address	Contributing Resource?	Map	Parcel	Block	Lot	Inventory No.
	Contributing	0087	0086		50	
		0087	0099			
		0087	0116			
18850 ARTHUR LANE	Contributing	0087	0136			
18851 ARTHUR LANE	Noncontributing	0087	0134			
532 CLARK ROAD	Contributing	0087	0139			
556 CLARK ROAD	Contributing	0087	0140			
18802 SANDYHOOK ROAD	Noncontributing	0087	0085		51	
18806 SANDYHOOK ROAD	Contributing	0087	0086		49	
18810 SANDYHOOK ROAD		0087	0088			
18812 SANDYHOOK ROAD	Noncontributing	0087	0089			
18814 SANDYHOOK ROAD	Noncontributing	0087	0090		45	
18816 SANDYHOOK ROAD	Noncontributing	0087	0091			
18820 SANDYHOOK ROAD	Contributing	0087	0092			
18822 SANDYHOOK ROAD	Noncontributing	0087	0093			
18824 SANDYHOOK ROAD	Contributing	0087	0094			
18826 SANDYHOOK ROAD	Contributing	0087	0095			
18828 SANDYHOOK ROAD	Contributing	0087	0096			
18830 SANDYHOOK ROAD		0087	0097		39	
18832 SANDYHOOK ROAD	Contributing	0087	0098			
18840 SANDYHOOK ROAD	Noncontributing	0087	0101			
18844 SANDYHOOK ROAD	Contributing	0087	0102		30	
18846 SANDYHOOK ROAD	Contributing	0087	0103			
18848 SANDYHOOK ROAD	Contributing	0087	0104			
18850 SANDYHOOK ROAD	Contributing	0087	0105		25	
18852 SANDYHOOK ROAD	Contributing	0087	0106			
18854 SANDYHOOK ROAD	Noncontributing	0087	0107			
18856 SANDYHOOK ROAD	Contributing	0087	0108			
18902 SANDYHOOK ROAD	Contributing	0087	0109			
18904 SANDYHOOK ROAD	Contributing	0087	0110		5	
18906 SANDYHOOK ROAD	Contributing	0087	0111		7	
18906 SANDYHOOK ROAD	Contributing	0087	0111		8	

## Contributing & Noncontributing Resources

District Name: Sandy Hook Historic District

Inventory Number: WA-III-032

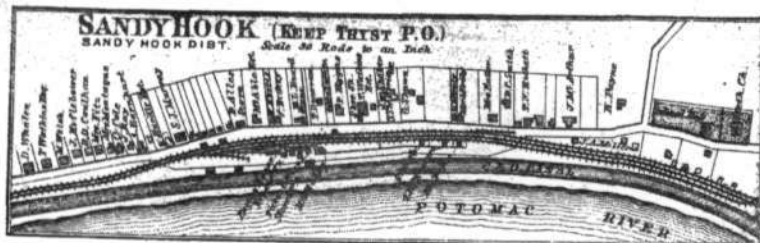
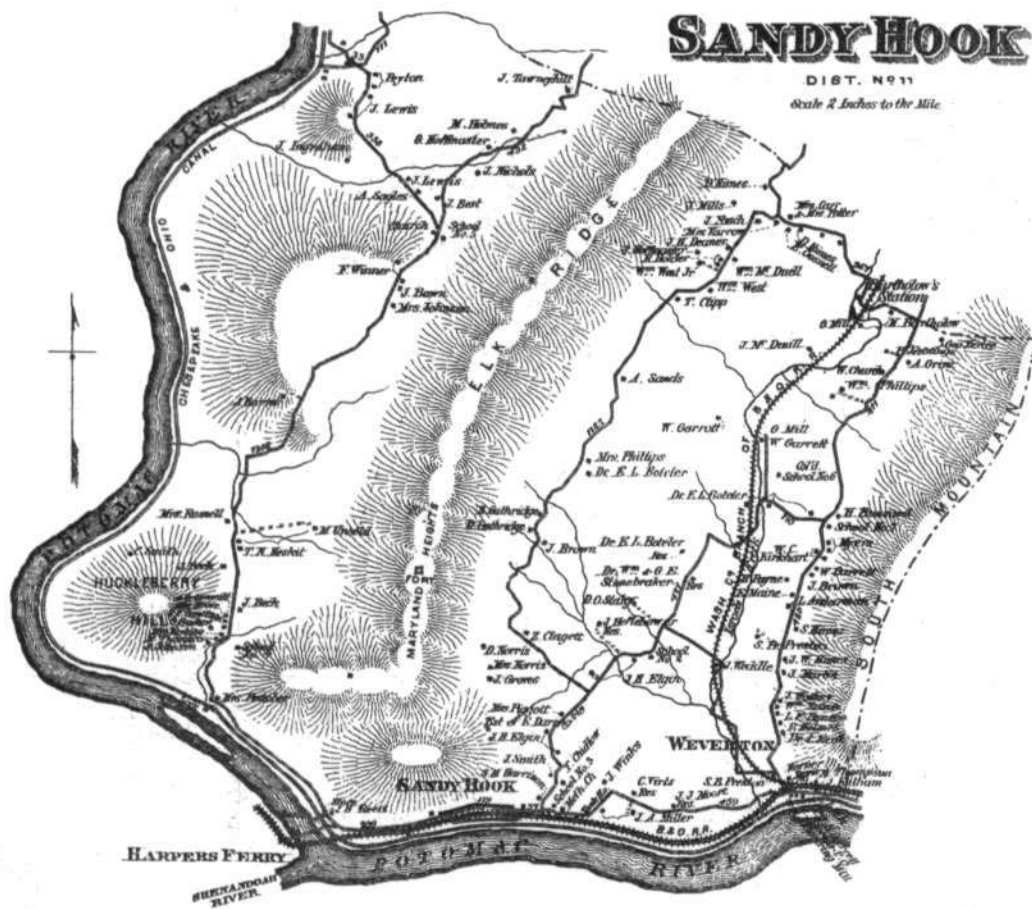
Address	Contributing Resource?	Map	Parcel	Block	Lot	Inventory No.
18908 SANDYHOOK ROAD	Contributing	0087	0112		9	
18910 SANDYHOOK ROAD	Noncontributing	0087	0113		10	
18912 SANDYHOOK ROAD	Contributing	0087	0114			
18914 SANDYHOOK ROAD	Contributing	0087	0115		12	
18920 SANDYHOOK ROAD	Contributing	0087	0117		14	
18922 SANDYHOOK ROAD	Contributing	0087	0118		16	
18926 SANDYHOOK ROAD	Contributing	0087	0119			
18928 SANDYHOOK ROAD	Noncontributing	0087	0120		4	
18930 SANDYHOOK ROAD	Contributing	0087	0121			
18932 SANDYHOOK ROAD	Noncontributing	0087	0122			
18934 SANDYHOOK ROAD	Contributing	0087	0123			
18936 SANDYHOOK ROAD	Contributing	0087	0124			
18938 SANDYHOOK ROAD	Noncontributing	0087	0125			
18940 SANDYHOOK ROAD	Contributing	0087	0126			
18942 SANDYHOOK ROAD	Contributing	0087	0127		1	



SANDY Hook  
WA-111-032  
Harpers Ferry Quad

Lake, Griffing & Stevenson  
An Illustrated Atlas of Washington Co. MD, 1877

56

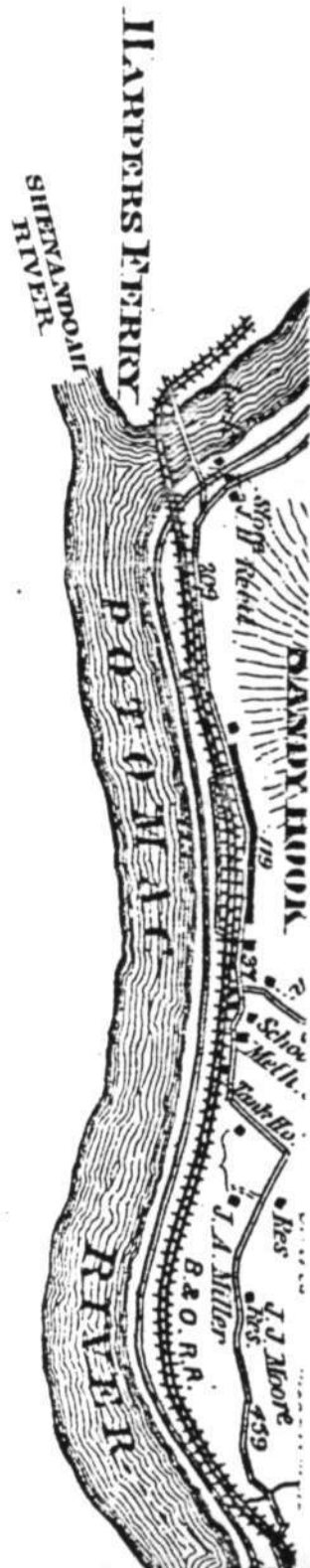
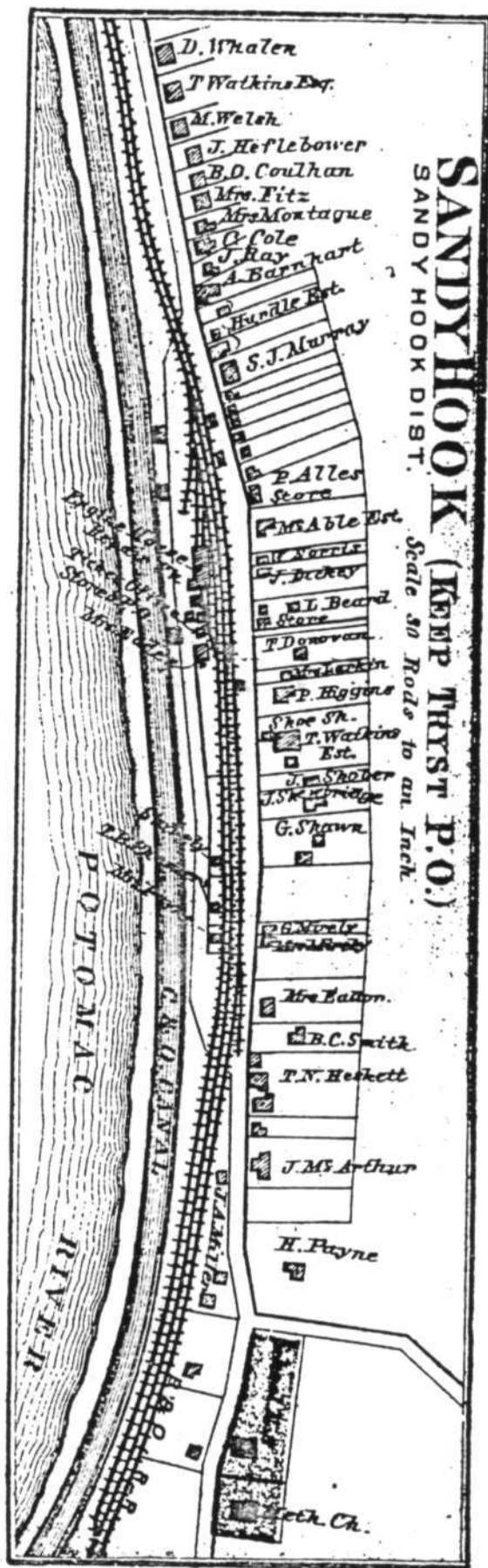


**SANDY HOOK BUSINESS REFERENCES.**

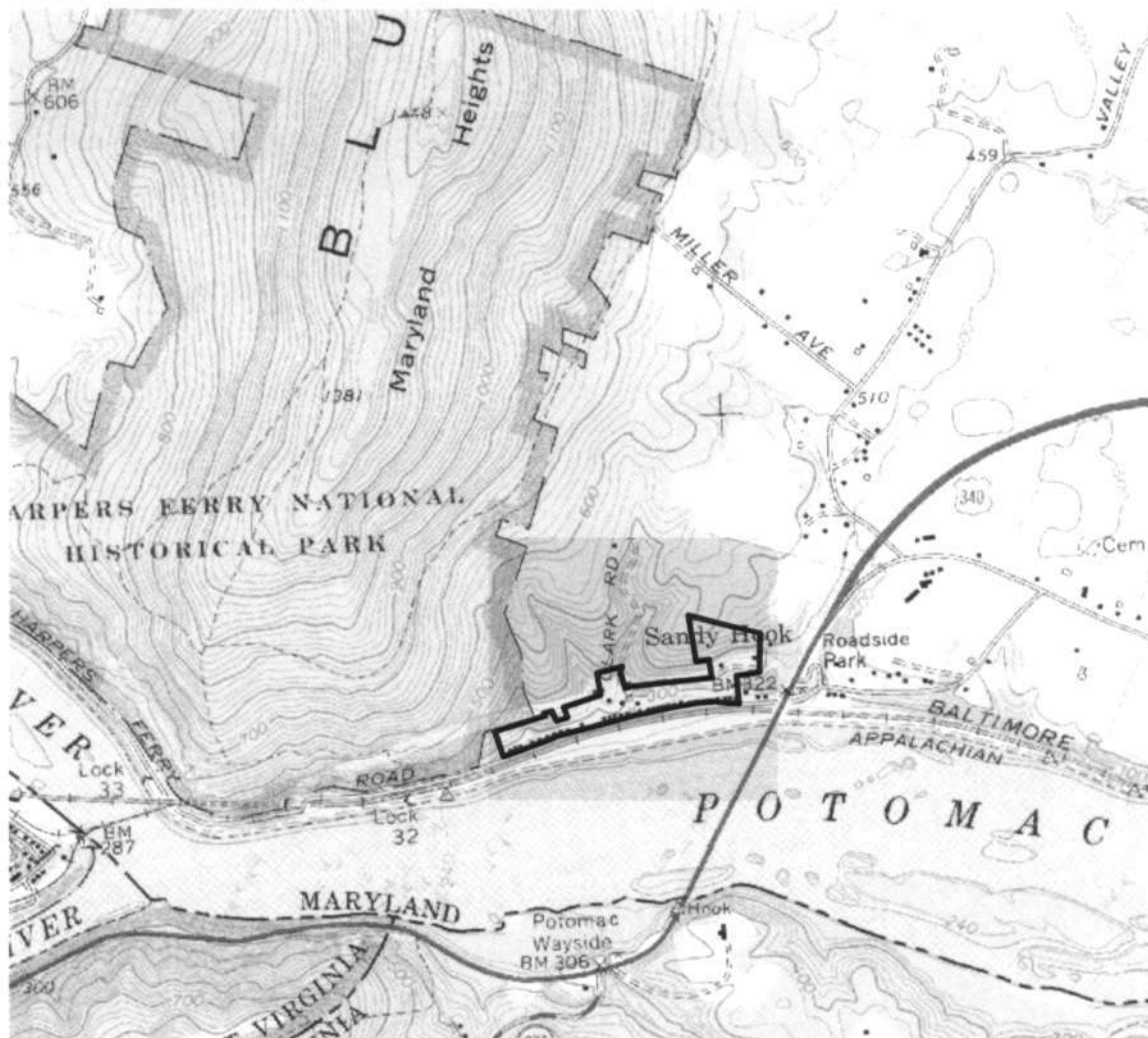
Dr. Wm. S. Shouse, Physician and Surgeon. Residence and Office, near Weverton.  
Dr. R. H. E. Doolittle, Physician and Surgeon. Residence and Office, on Magnolia Plantation.

SANDY Hook  
WA-111-032  
HARPER'S FERRY Q

Lake, Giffing & Stevenson  
"An Illustrated Atlas of  
Washington, Co. MD, 1877"



WA-III-032  
Sandy Hook Historic District  
Washington County  
Harpers Ferry Quadrangle





WA-III-032

Sandy Hook Road

Sandy Hook H.N

Washington County, MD

Nicole A. Diehmman

10/28/2003

MD SHPO

North Side, Facing West

# 1 of 2





WA-111-032

Sandy Hook Road

Sandy Hook A.D.

Washington County, ME

Nicole A. Liehlmann

10/28/2003

ME SHPO

North Side, Facing east

#2 of 2

9301289  
9301464

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Sandy Hook Survey District Survey Number: WA-III-032

Project: Housing Rehab/Sewer Hookup Agency: HUD & FmHA

Site visit by MHT Staff: X no     yes Name                      Date           

Eligibility recommended X Eligibility not recommended    

Criteria: XA    B XC    D Considerations:    A    B    C    D    E    F    G    None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on available information, it appears that Sandy Hook is eligible for the National Register under Criteria A and C for transportation and architecture. The long narrow village is located on a strip of sloping land at the foot of Maryland Heights opposite Harper's Ferry along the B&O Railroad, the C&O Canal and the Potomac River. It would appear that Sandy Hook developed as a Canal and Railroad community. The village includes over 40 historic houses dating from the mid-19th through the early 20th centuries and has very few modern intrusions. While many of the houses have been altered over time, frequently with modern siding and windows, there is good integrity in terms of the location, setback, design and form.

see individual property forms for WA-III-74 through WA-III-116

Documentation on the property/district is presented in: WA-III-32, WA-III-74 through WA-III-116

Prepared by: Joe Getty, Paula Stoner

Elizabeth Hannold  
Reviewer, Office of Preservation Services

August 2, 1993  
Date

NR program concurrence: X yes     no     not applicable

[Signature]  
Reviewer, NR program

8-2-93  
Date

*gmg*

Survey No. WA-III-032

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

☐ Eastern Shore (all Eastern Shore counties, and Cecil)  
☐ Western Shore (Anne Arundel, Calvert, Charles,  
Prince George's and St. Mary's)  
☐ Piedmont (Baltimore City, Baltimore, Carroll,  
Frederick, Harford, Howard, Montgomery)  
☒ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

☐ Paleo-Indian 10000-7500 B.C.  
☐ Early Archaic 7500-6000 B.C.  
☐ Middle Archaic 6000-4000 B.C.  
☐ Late Archaic 4000-2000 B.C.  
☐ Early Woodland 2000-500 B.C.  
☐ Middle Woodland 500 B.C. - A.D. 900  
☐ Late Woodland/Archaic A.D. 900-1600  
☐ Contact and Settlement A.D. 1570-1750  
☐ Rural Agrarian Intensification A.D. 1680-1815  
☒ Agricultural-Industrial Transition A.D. 1815-1870  
☒ Industrial/Urban Dominance A.D. 1870-1930  
☐ Modern Period A.D. 1930-Present  
☐ Unknown Period : ☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

☐ Subsistence  
☐ Settlement  
☐ Political  
☐ Demographic  
☐ Religion  
☐ Technology  
☐ Environmental Adaption

IV. Historic Period Themes:

☐ Agriculture  
☒ Architecture, Landscape Architecture,  
and Community Planning  
☐ Economic (Commercial and Industrial)  
☐ Government/Law  
☐ Military  
☐ Religion  
☐ Social/Educational/Cultural  
☒ Transportation

V. Resource Type:

Category: Building

Historic Environment: Town

Historic Function(s) and Use(s): Residential

Known Design Source: NA

## MARYLAND HISTORICAL TRUST

WA-III-032  
District 11  
Map 87  
MAGI # 2210375904

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Sandy Hook

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

Harpers Ferry Road

CITY, TOWN

Maryland Heights

☒

VICINITY OF

Harpers Ferry

CONGRESSIONAL DISTRICT

6

STATE

Maryland

COUNTY

Washington

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT  
☒ BUILDING(S)  
☐ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☐ PUBLIC  
☐ PRIVATE  
☒ BOTH  
**PUBLIC ACQUISITION**  
☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☒ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE  
☒ COMMERCIAL  
☐ EDUCATIONAL  
☐ ENTERTAINMENT  
☐ GOVERNMENT  
☒ INDUSTRIAL  
☐ MILITARY  
☐ MUSEUM  
☐ PARK  
☒ PRIVATE RESIDENCE  
☐ RELIGIOUS  
☐ SCIENTIFIC  
☒ TRANSPORTATION  
☐ OTHER**4 OWNER OF PROPERTY**

NAME

Multiple Owners

Telephone #:

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Washington County Court House

STREET &amp; NUMBER

West Washington Street

CITY, TOWN

Hagerstown

STATE

Maryland 21740

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION****CONDITION**☐ EXCELLENT☐ GOOD☒ FAIR☐ DETERIORATED☐ RUINS☐ UNEXPOSED**CHECK ONE**☐ UNALTERED☒ ALTERED  $\leq 50\%$ **CHECK ONE**☒ ORIGINAL SITE☐ MOVED DATE \_\_\_\_\_

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Sandy Hook is a long, narrow village located on a strip of sloping land at the foot of Maryland Heights along the B & O Railroad, the C & O Canal and the Potomac River. The houses are of log, stone or brick, many having two full stories at the front elevation with raised porches. Most of the buildings appear to date from the 19th century.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE****PERIOD**

☐ PREHISTORIC  
☐ 1400-1499  
☐ 1500-1599  
☐ 1600-1699  
☐ 1700-1799  
☒ 1800-1899  
☐ 1900-

☐ ARCHEOLOGY-PREHISTORIC  
☐ ARCHEOLOGY-HISTORIC  
☐ AGRICULTURE  
☒ ARCHITECTURE  
☐ ART  
☒ COMMERCE  
☐ COMMUNICATIONS

**AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW**

☐ COMMUNITY PLANNING  
☐ CONSERVATION  
☐ ECONOMICS  
☐ EDUCATION  
☐ ENGINEERING  
☐ EXPLORATION/SETTLEMENT  
☐ INDUSTRY  
☐ INVENTION

☐ LANDSCAPE ARCHITECTURE  
☐ LAW  
☐ LITERATURE  
☐ MILITARY  
☐ MUSIC  
☐ PHILOSOPHY  
☐ POLITICS/GOVERNMENT

☐ RELIGION  
☐ SCIENCE  
☐ SCULPTURE  
☐ SOCIAL/HUMANITARIAN  
☐ THEATER  
☒ TRANSPORTATION  
☐ OTHER (SPECIFY)

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

It would appear that Sandy Hook developed as Canal and Railroad community opposite Harper's Ferry on the Potomac River.



**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION \_\_\_\_\_

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Paula Stoner, Architectural Historian

ORGANIZATION

Preservation Associates

DATE

July 1978

STREET &amp; NUMBER

109 West Main Street, Box 202

TELEPHONE

301-432-5466

CITY OR TOWN

Sharpsburg

STATE

Maryland 21782

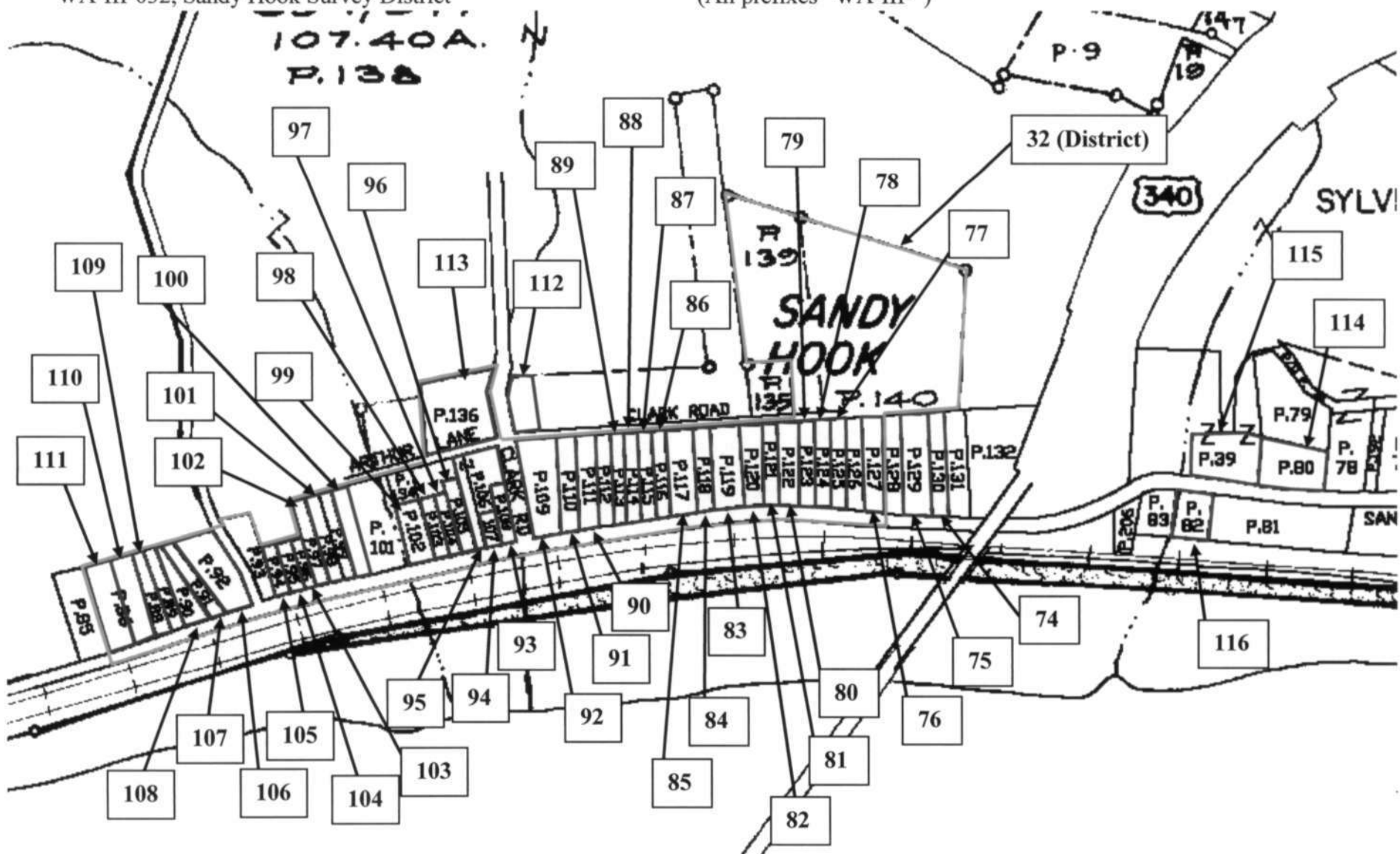
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

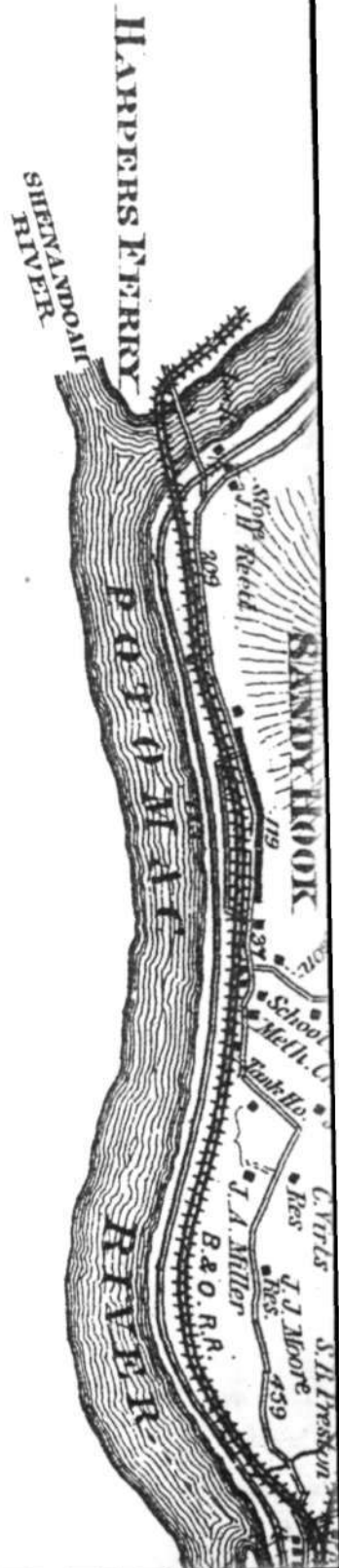
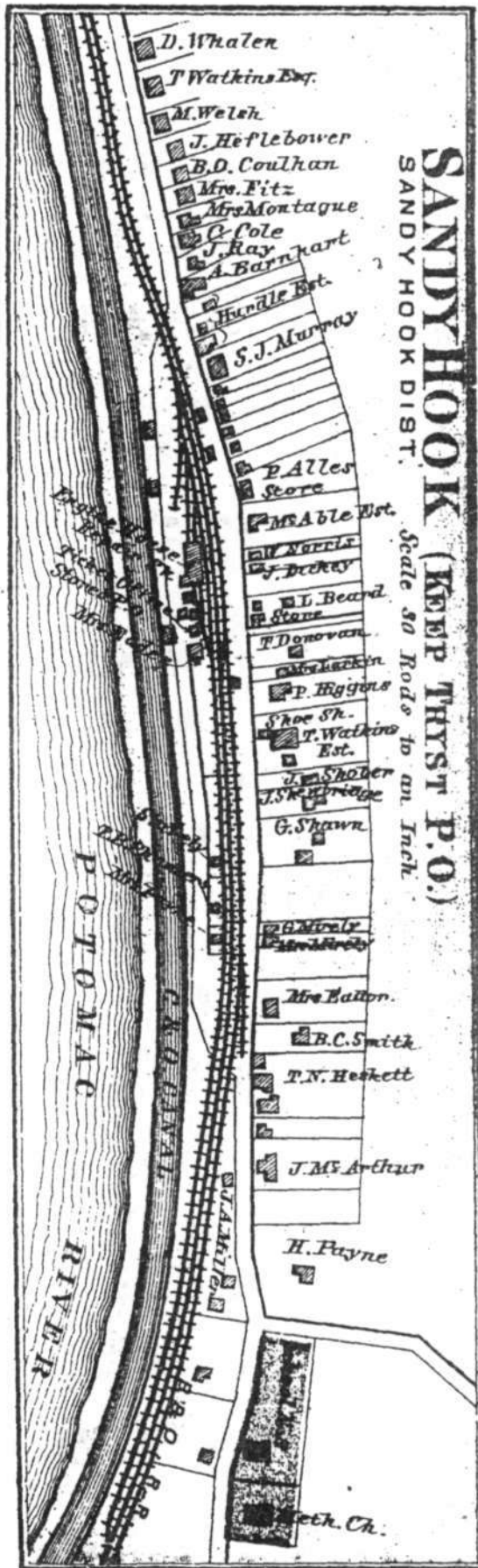
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

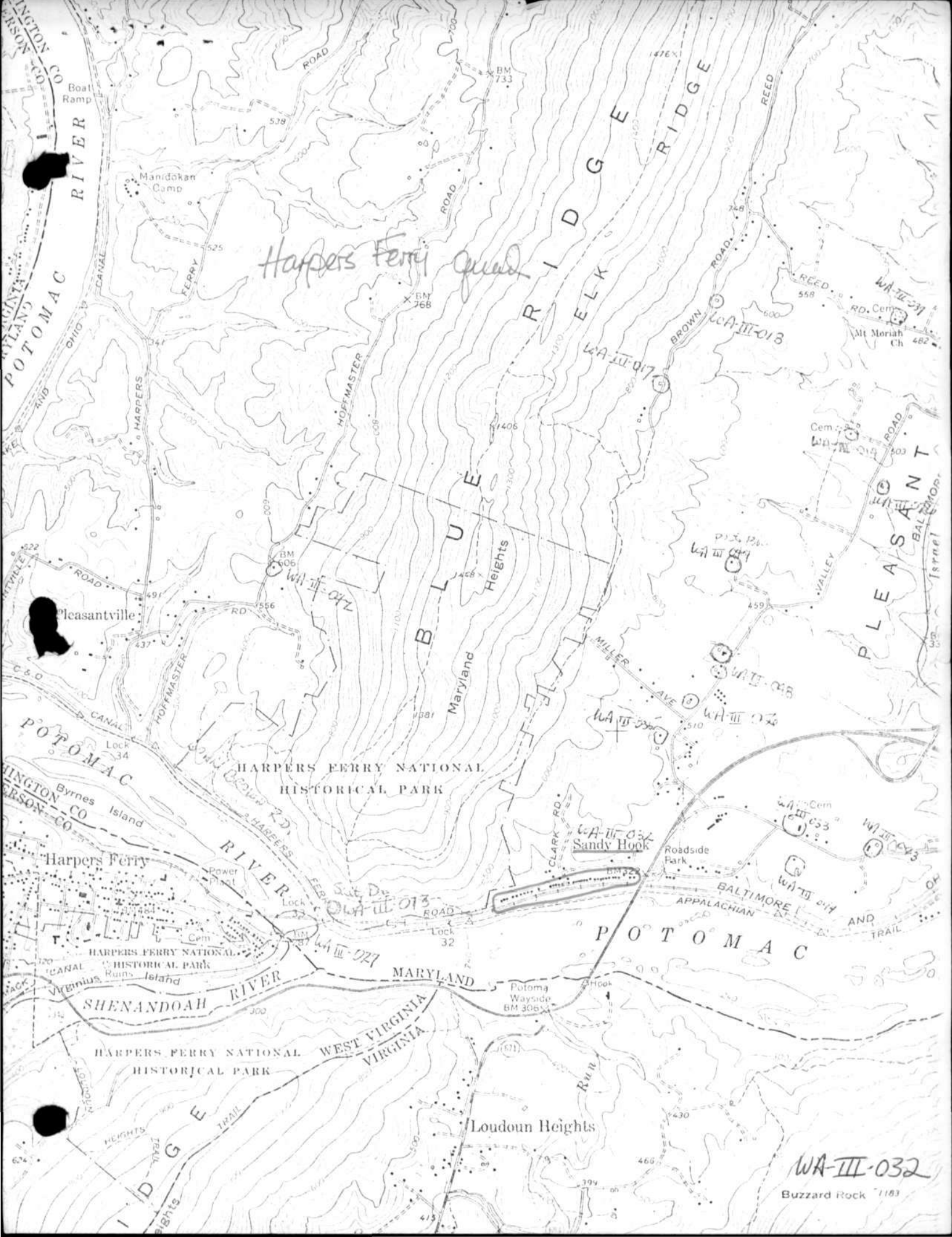
RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

WA-III-032, Sandy Hook Survey District

(All prefixes "WA-III-")









WA-III-032

W. view

April, 1977

Sandy Hook

Harper's Ferry Road  
Maryland Heights-Harper's Ferry  
Vicinity

PAULA STONER DICKEY  
CONSULTANT WASHINGTON CO  
HISTORICAL SITES SURVEY





WA-TII-032  
N. E. View  
April, 1977

Sandy Hook

Harper's Ferry Road  
Maryland Heights-Harper's Ferry  
Vicinity

PAULA STUNER DICKEY  
CONSULTANT, WASHINGTON DC  
HISTORICAL SITES SURVEY